

MILLER MEASURES TO REGULATE ALL PUBLIC UTILITIES

Aim to Protect Public in
Gas, Light and Tele-
phone Rates.

OPPOSITION VANISHES

Legislators Change Front
as Widened Scope of
Bills Is Seen.

VICTORY IS ASSURED

Hylan-Tammany Combine
Now Stands Alone as Foe
to Programme.

Special Despatch to THE NEW YORK HERALD.
New York Herald Bureau,
Albany, Feb. 5.

Gov. Miller's plan for reorganizing the Public Service Commission, both in New York and the up-State district, provides not only for dealing with the transit situation but also for regulation of gas, electric light and telephone rates for the protection of the public.

The far-reaching importance of this recommendation was overlooked in the excitement which followed the first discussion of the traction problem, but its consideration in the last day or two has been a strong factor in the reaction which has been brought about in favor of the Governor's plan.

There is no doubt a decided change of sentiment has developed in the last week both in Albany and New York in connection with the Governor's policy. The survey of the situation in the Legislature made one week ago by THE NEW YORK HERALD indicated that the New York delegation of Senators and Assemblymen was lined up almost solidly against the up-State delegation, the latter being a unit in backing the administration programme. With such a division, it was indicated that the opponents of the plan might get something like 23 votes of the 51 in the Senate and 62 of the 150 votes in the Assembly.

Hylan-Tammany Alone.

The break which has come in New York in the last week as the Governor's plan has become clear to the public indicates that the Tammany-Hylan combination is left practically alone in the opposition. Action taken by the Kings county, New York county and Queens county members means that from six to ten votes have gone over to the majority in the Senate and from fifteen to twenty in the Assembly.

The outlook now is that the public service and transit bills will pass both houses by a clean cut two-thirds majority. That figure is the estimate now being made by the majority leaders. It is subject to revision, of course. None is presuming to try to count noses before the bills are presented, for the actual terms of the measures may bring about further shift in the alignment. But if the bills when offered next week comply generally with the policy laid down by the Governor in his message to the Legislature, the belief here is that the two-thirds majority estimate will stand pretty close to the final vote.

The New York members are particularly interested in the Governor's recommendations dealing with gas rates—the thing they overlooked for many days. They have found that to be fully as important an issue with the voters in their districts as the transit question.

Miller's Gas Views.
In his message the Governor stated: "I invite your particular attention to the subject of gas rates. Acts of the Legislature prescribing particular rates

have been found to be confiscatory by the Federal courts. The result is that the companies affected are left free to impose any rate, subject only to the requirement of reasonableness. That condition requires immediate remedy."

"Either the Legislature must prescribe new rates or confer jurisdiction over the subject on the commission regardless of any statutory rate. If we are to have a Public Service Commission at all it should have complete jurisdiction over that subject. Likewise it should have jurisdiction to regulate the service and prescribe the standards of quality and the like."

"It is impossible to exaggerate the importance and the value to the people, if well done, of the work of the Public Service Commission. That body should be elevated to the dignity and the standing of a court and should be removed from political influence."

Fix Their Own Rates.

The eighty-cent gas rate prescribed in New York by the Public Service Commission was held to be unconstitutional. As a result the gas and lighting companies have gone ahead fixing their new rates and schedules and prescribing new meter charges without restriction. In Brooklyn, Queens and The Bronx these higher rates have been charged without any kind of regulation or determination by an official body regarding their fairness. The people have to pay and have no recourse.

Under the Governor's plan the new Public Service Commission will take up these rates and will have the authority to force the companies to make reductions. The bills now being prepared will recommend specifically that the up-State commission, which will handle this problem, have full power to suspend any rate believed to be extortionate.

It is understood that the bills are being whipped rapidly into form. The Governor's counsel, the bill drafting bureau and staffs of experts on every question involved are working on the measures. The Governor is going thoroughly into every question which may offer a possibility of litigation. When Mr. Miller goes through the leaders here believe there will be no loopholes through which the corporations can climb into the courts.

COBWEB TRANSIT IS CURRAN'S IDEA

Borough President Believes
Belt Lines Are City's
Transportation Need.

A cobweb system of transportation facilities was advocated yesterday by Henry H. Curran, Borough President of Manhattan, in an address at a joint luncheon of several civic societies in the Hotel Astor, arranged to discuss city planning, port development, housing and other municipal problems. Mr. Curran contended that a sane solution of the transportation problem also would solve many of the other city problems.

Mr. Curran was introduced as "our next best bet" by Joseph Howland Hunt, president of the Municipal Art Society, who acted as chairman. The Borough President said he apologized for being a member of the Board of Estimate and Apportionment.

"If the burglar's union could only begin operating in the City Hall and abstract the present Board of Estimate," he said, "we should give great thanks to the burglars."

Mr. Curran said that the city's transit arteries have been for years mainly north and south. "The result is," he added, "a transportation system that consists of the hub of a wheel—that is, lower Manhattan—with spokes radiating out in every direction from the hub and ending in the air. There is no rim to the wheel—it is only hubs and spokes."

"Here is a city plan that is fatal on its face," Mr. Curran continued, "to any comfortable transportation of our citizens. If you would go from The Bronx to Brooklyn you must begin at the outer end of that spoke in The Bronx, go down to the hub in lower Manhattan, and then out another spoke until you land in the air again somewhere in Brooklyn. The same is true if you go from Brooklyn to Queens. You must go through lower Manhattan."

"Instead of a transportation picture that looks like the hub and spokes of a wheel without any rim we should have the cobweb design. In a cobweb you will find that the spider, wisely enough, provides a rim and interior rims or laterals or belt lines in addition to the strands that compose the hub and the spokes, and that is a sensible plan built by a sensible animal for business purposes."

CRAIG APPROVED U. S. LOAN TO B. R. T.

Volk Says Board of Estimate
Gave No Authority for
Such Assent.

SEEKS FURTHER DATA

That's the Bomb Promised by
La Guardia in Relation
to Traction.

The La Guardia "bomb" was exploded yesterday. On Friday night the President of the Board of Estimate in a speech said he would have "something startling" within forty-eight hours "connected with traction" and involving "a high city official."

The "bomb" came from La Guardia's office in the form of a statement from Representative Lester D. Volk of Brooklyn showing that Comptroller Craig in 1918 had approved the loan of \$18,566,900 to the Brooklyn Rapid Transit Company by the Federal Government. The loan was made through the War Finance Corporation to refund bonds of the B. R. T. which were coming due, default in which would have brought about a receivership at that time.

"I was startled," said Mr. Volk in a statement prepared by him in La Guardia's office after they had asked Mayor Hylan if the matter had ever been before the Board of Estimate, "to find that this consent was obtained from Comptroller Craig. I have been unable to find any authority on the part of the Board of Estimate and Apportionment of the city of New York to Mr. Craig to give such consent."

Says Hylan Approved.

When Comptroller Craig had read the Volk statement he asserted that the city's attitude had been taken after a conference participated in by Mayor Hylan. To which La Guardia replied that the Mayor had not told them of this, although his letter of June 15 was the negative to the question as to whether the Board of Estimate had acted on the matter.

Representative Volk, who week before last asked Congress to investigate the receivership of the Brooklyn lines under Lindley M. Garrison, said that tomorrow he would introduce in Congress a resolution asking the secretary of the Treasury to submit to that body all papers bearing on the loan, a statement

of the interest paid to date and an itemized statement "showing all expenses including commissions, incidental fees, bonuses and expense of any nature in connection with the negotiations over the loan."

"The fact that the War Finance Corporation was eager to get an expression of views from the city authorities," said Mr. Volk, "but did not go to the extent of ascertaining who had authority to speak for the city of New York, would seem to indicate a desire to make haste in the granting of the B. R. T. application and that the loan was rather a friendly one and one which I believe justifies Congress in asking for all of the facts."

The statement included a letter to Craig from Eugene Meyer, Jr., managing director of the War Finance Corporation, dated June 14, saying regard to the application of the B. R. T.: "In view of the city's large interests, financial and otherwise, and the fact that the War Finance Corporation would appreciate an expression of views from the city authorities."

To which Craig replied under date of June 16, saying the city would not be peculiarly affected by the proposed financing and added:

"The municipal authorities of the city of New York are exerting every effort to procure the earliest possible completion and operation of such rapid transit railways, and anything in the way of financial stress, or otherwise, that might affect the city's ability to complete the same, would be detrimental to the interest of the city. It is obvious, moreover, that the financial embarrassment of a corporation of the magnitude and character of the Brooklyn Rapid Transit Company might easily arouse apprehension as to others and bring about a condition of disturbance of confidence the effect of which would be difficult to gauge."

"In view of the foregoing, favorable consideration of the application for financial assistance submitted to you by the Brooklyn Rapid Transit Company would be entirely consistent with the interests of the city of New York."

Mr. Volk drew the inference that the Craig reply must have been ready by the time he received the original communication.

Mr. Craig's Response.

The Comptroller had this to say after reading the Volk statement: "This matter was the subject of a conference in this very room (his conference room) at 3 o'clock on the afternoon of June 11, 1918, between Eugene Meyer, Jr., Mayor Hylan and myself. The situation was fully discussed and my letter of June 15 was the result of the course then determined upon. The Mayor's letter of June 14, which appeared on a Washington letterhead, was written in this city and delivered by messenger to my office, as was also a letter of June 11, arranging for an appointment with Mayor Hylan and myself."

Mr. Volk in his formal statement went on to quote the reasons given by the War Finance Corporation for granting

the loan. They were that the B. R. T. had "important relation to the prosecution of the war," furnishing transportation to factories producing war material and to Government depts. Also that "default in so large a maturity as that presented by the maturing of the B. R. T. six year notes would in all probability have unsettled the investment markets and handicapped the flotation of the next Liberty Loan."

COUNTY LEGISLATORS DEBATE TRANSIT ISSUE

No Action to Be Taken Until
Bills Are Known.

Although the members of the Legislature from New York county at their weekly conference yesterday discussed and made note of the growing sentiment in favor of Gov. Miller's solution of the traction difficulties, they stuck to their determination to take no definite stand on the matter until the bills have been made public.

Three Senators and all the Assemblymen except Miss Margaret L. Smith of the Nineteenth district were present with their district leaders, and for two hours discussed the traction and other proposed legislation with Samuel S. Koenig, the county leader.

The understanding, as expressed at the conference, was that the bills, which probably would be ready this week, would go clearly the Governor's views as to entirely disarm much of the criticism directed against his plan.

Prominent labor leaders would descend upon Albany this week to make a fight against the Miller plan, said James P. Holland, president of the State Federation of Labor, last night. "Do as they did in Chicago," President Holland said in an appeal to trades unionists yesterday. "They argued with a rope in their hands. In Chicago they said: 'Pass the eight-cent fare law if you dare and we'll take care of you.'"

VEOTES TEACHERS' OATH BILL.

HELENA, Mont., Feb. 5.—On the ground that the bill requiring teachers in Montana schools and colleges to take an oath of allegiance to the United States was unconstitutional and would create a fertile field of "political heresy hunting," Gov. Dixon today vetoed the measure.



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MILLINERY

Sports, Trotteur, Travel
and Formal Types

Bonwit Teller & Co. are sponsors for original-style-themes in hats of georgette crepe and crepe de chine, also straw, satin, taffeta and ribbon in an infinite variety of motifs and treatments. Featured are soft capeline hats, hand painted effects and leather applications. Introduced in the more formal hats are horsehair, Neapolitan, lace, maline, straw and satin, emphasizing irregular brims, satin-glycerin ostrich, pendant feathers, lacquered flowers and Paradise.

FROCKS and GOWNS

Tailored Types, Afternoon
and Evening Modes

The slenderizing straightline silhouette is accentuated. Period influences are evident in some of the models. Tailored types take form in fine twill fabrics distinguished by simplicity and grace of line or by touches of color. Afternoon frocks are of taffeta, satin, silk crepes, georgette, chiffon, colored laces executed in many varying forms and with divers treatments of embroidery. Dinner frocks and formal evening gowns are developed in many charming moods and manners that are distinctively unusual and typical of this shop's characteristic fashions.

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The naive charm and spirit of youthfulness is ingeniously reflected in these specialized Misses' modes. Refreshing in treatment—they are removed from the more sophisticated and mature types.

COATS AND WRAPS

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Bonwit Teller & Co. are introducing for Spring wear the fitted coat in plain types or with embroidery motifs. Also wraps conceived on entirely new lines. Exquisitely dainty evening wraps are in delicate transparent textiles with fur collars.

New Strap Effects

PUMPS & OXFORDS

for Women and Misses

The vogue of the strap pump and oxford is sponsored by this shop for Spring in newer developments. Pumps in combinations of leather with a custom-like finish. Walking oxfords also in combinations of leather with low heels strike a new note.

FITTING THE NARROW FOOT



SHOECRAFT

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FARANDOLE—Beige suede with tan Russia calf; gray suede with patent leather or gun metal; white kid with patent leather. Price, with tax—\$17.70

STRATHSPEY—A sport shoe with "Highland" tongue, so it is named for a Scotch dance. Fawn buck with Russia leather or black buck with patent leather. With tax—\$16.60

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